



PARKING STANDARDS FOR NEW DEVELOPMENT PROJECTS



REQUESTS MADE BY TASK FORCE MEMBERS DURING TASK FORCE MEETING #1

REQUESTS FOR INCLUSION IN THIS STUDY

1. Consider including carshare
2. Consider bike parking
3. Revisit City's policy of adding 15% parking on top of parking ratio
4. Consider taxi impact on parking demand
5. Consider density as a measureable factor impacting parking demand
6. Add shared parking across land uses
7. Change requirement for administrative approvals of shared parking (no approval process)

STAFF RESPONSE

Individual Carshare parking spaces within residential developments are located based on market demand. Staff will follow up with neighboring jurisdiction, as well as Zip Car, to learn any best practices associated with Carshare.

The City has a bike parking standard for new developments. Alexandria's bike parking requirements are consistent with those of DC and Arlington.

Staff agrees that the final recommended parking ratio should address visitor parking

Taxi use does not significantly impact residential car ownership so this will not be considered as part of this project.

Staff considered density indirectly by determining walkability as a factor impacting parking demand. Staff has included Walk Scores for each site that was part of data collection. Walk Score may be considered in the final recommendation.

The current effort will not address shared parking but City Council approved a funding request in FY15 for Phase 2 of this effort. Phase 2 will consider commercial (retail, restaurant, etc.) and office parking. Shared parking will be considered in Phase 2.

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DATA REQUESTS

1. Where are Alexandrians commuting to/from?
2. What is Arlington's Vehicle Ownership?

STAFF RESPONSE

Staff will provide this information at the next Task Force meeting.

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| 3. Growth Areas Map | <i>Staff will provide this information at the next Task Force meeting.</i> |
| 4. Small Area Plan Map | <i>Staff will provide this information at the next Task Force meeting.</i> |
| 5. Bike score for developments | <i>This information has been added to the data.</i> |
| 6. Add rents to the data collection sites | <i>Staff will follow up on this item.</i> |
| 7. Provide names of data collection sites either with data or separate from data | <i>In order to obtain access to the private development sites, a letter was sent to the property managers of the residential developments. In the letter, we state that the data collected will be confidential but aggregated with other data collected. Therefore, we cannot provide the names of the sites with the actual data that we collected, but staff has provided a map indicating the general area of surveyed development sites.</i> |
| 8. Parking data on affordable housing rehab sites that received parking reductions/exclusions | <i>Staff will provide this information at the next Task Force meeting.</i> |
| 9. Parking data for older garden apartments | <i>No action. Data collection included sites that are older garden apartments.</i> |
| 10. Percent of residential properties that do not have access to off-street parking | <i>No action. Data is too difficult to gather and the information will not provide any data that will inform our final recommendations. Final recommendations will not include a prohibition on on-street parking for property owners who have private driveways.</i> |
| 11. Parking for commercial districts (Mt. Vernon Ave, King Street, Carlyle) | <i>The current effort will not include commercial parking but City Council approved a funding request in FY15 for Phase 2 of this effort which does. This will be considered during Phase 2.</i> |
| 12. Check data collection sites to see if parking is unbundled. | <i>Yes. This is reflected in the data collection results.</i> |

GENERAL QUESTIONS

1. Will new ratios supercede parking recommendations/ratios in existing Small Area Plans and Coordinated Development Districts?

RESPONSE

Staff is coordinating internally and will consult City Attorney's Office.